

# Canal Winchester

*Town Hall  
10 North High Street  
Canal Winchester, OH 43110*



## Meeting Agenda

**October 15, 2018**

**5:45 PM**

## Council Work Session

*Mike Walker – Chair*

*Jill Amos*

*Will Bennett*

*Bob Clark*

*Mike Coolman*

*Bruce Jarvis*

*Patrick Lynch*

**A. Call To Order****B. Roll Call****C. Also In Attendance**

*Mayor Ebert, Matt Peoples, Lucas Haire, Amanda Jackson, Bill Sims, Dick Miller, Steve Smith, Shawn Starcher, Rick Brown, Joe Taylor, Sargent Cassel*

**D. Reports**

*Bill Sims -*

*Dick Miller -*

*Steve Smith -*

*Shawn Starcher -*

*Rick Brown -*

*Joe Taylor -*

*Sargent Cassel -*

*Shane Spencer -*      **Engineering Updates 10-15-18**

**E. Request for Council Action****RES-18-017**

*Development*

A Resolution To Establish The Route 33 Community Reinvestment Area And To Authorize Real Property Tax Exemptions Established By Sections 3735.65 Through 3735.70 Of The Ohio Revised Code ([Resolution, Exhibit A, Route 33 CRA -Housing-Survey](#))

*- Request to move to full Council*

**ORD-18-036**

*Finance*

An Ordinance To Authorize The Mayor To Enter Into An Agreement With The Fairfield County Sheriff For Police Protection ([Ordinance, Agreement, Ex. A](#))

*- Request to move to full Council*

**ORD-18-037**

*Finance*

An Ordinance Authorizing The Mayor To Enter Into A Contract With The Fairfield County Commissioners And Fairfield County Sheriff's Department For The Housing of Prisoners ([Ordinance](#))

*- Request to move to full Council*

**F. Items for Discussion**

18-116

2019 Appropriations Presentation

18-120

Community Guide for Speed Control

**G. Old/New Business****H. Adjournment**

City of Canal Winchester  
Council Work Session  
Engineering – Updates  
10/15/2018

1. **Gender Road Phase 4**

- a. In Construction

2. **2019 Street Program**

- a. Reviewed preliminary estimates and scope of improvements with staff. Final work areas were selected considering the need and budget.
- b. Next step is to proceed with development of design materials and bidding documents to allow bidding after the first of the year.

3. **Miscellaneous**

- a. Completed initial review and comment of the Traffic Impact Study (TIS) associated with the potential development along Winchester Boulevard, west of Gender Road.
- b. Received a draft MOU from IORY regarding cost sharing of the High Street crossing upgrade. This is under review by staff including the agreed upon scope of the cost share to determine if this sharing is in the best interest of the City.

**RESOLUTION NO. 18-017**

**A RESOLUTION TO ESTABLISH THE ROUTE 33 COMMUNITY REINVESTMENT AREA AND TO  
AUTHORIZE REAL PROPERTY TAX EXEMPTIONS ESTABLISHED BY SECTIONS 3735.65  
THROUGH 3735.70 OF THE OHIO REVISED CODE**

**WHEREAS**, this Council desires to pursue all reasonable and legitimate incentive measures to assist and encourage development in specific areas of the City of Canal Winchester that have not enjoyed reinvestment from remodeling or new construction; and

**WHEREAS**, a survey of housing on file with the Clerk of Council as required by Section 3735.66 of the Ohio Revised Code has been prepared for the area to be included in the proposed Community Reinvestment Area; and

**WHEREAS**, the maintenance of existing structures and construction of new structures in that area would serve to encourage economic stability, maintain real property values, and generate new employment opportunities; and

**WHEREAS**, the remodeling of existing structures and the construction of new structures in this CRA constitutes a public purpose for which real property exemptions may be granted;

**NOW THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF CANAL WINCHESTER, OHIO, THAT:**

Section 1.       The area designated as the Route 33 Community Reinvestment Area constitutes an area in which housing facilities or structures of historical significance are located, and in which new construction or repair of existing facilities has been discouraged.

Section 2.       Pursuant to Section 3735.66 of the Ohio Revised Code, the Route 33 Community Reinvestment Area is hereby established in the following described area:

This area is general described with a western boundary of the corporate limits of Canal Winchester; an eastern boundary of the County line north of US 33 and the Tussing Bachman ditch south of US 33; a northern boundary of US 33 to the west and then crossing US 33 at Cemetery Road and then north to the corporate limits; and a southern boundary of Winchester Boulevard to the west and then following the frontage parcels of US 33 along Waterloo Street east to include one seven acre outparcel on the south side of Waterloo Street and then back to the north of Waterloo Street to the Tussing-Bachmann Ditch.

The Community Reinvestment Area is approximately depicted as the crosshatched area on the map attached hereto as Exhibit A and incorporated by reference herein.

Only commercial and/or industrial properties consistent with the applicable zoning regulations within the Community Reinvestment Area will be eligible for exemptions under this program. For purposes of the Resolution and Sections 3735.65 through 3735.70 inclusive of the Revised Code, mixed use developments are hereby deemed to be "commercial" developments. The term "mixed use development" shall mean a development incorporating both commercial and multi-family residential uses.

Section 3.       All properties identified in Exhibit A as being within the designated Community Reinvestment Area are eligible for the incentive specified in this Resolution. This proposal is a public/private partnership intended to promote and expand conforming uses in the designated area. As part of the project, the City of Canal

Winchester has undertaken supporting public improvements in the designated area.

Section 4. Within the Route 33 Community Reinvestment Area, pursuant to Section 3735.67 of the Ohio Revised Code, for each commercial or industrial structure that is constructed and for which a certificate of occupancy is issued, the percentage of the tax exemption on the increase in the assessed valuation resulting from such improvements and the term of those exemptions shall be negotiated on a case-by-case basis in advance of construction or remodeling occurring according to the rules outlined in Section 3735.67 of the Revised Code. The particulars of the above exemption will be set forth in writing in a Community Reinvestment Area Agreement as outlined in Section 3735.671 of the Ohio Revised Code. The percentage of the tax exemption and the term of the exemption shall not exceed the following:

- a. Up to ten (10) years and up to fifty percent (50%) for the remodeling of existing commercial or industrial facilities for which the cost of remodeling is at least \$100,000, as described in Section 3735.67 of the Revised Code, the term and percentage of which shall be negotiated on a case-by-case basis in advance of remodeling occurring.
- b. Up to fifteen (15) years and up to one-hundred percent (100%) for the construction of new commercial or industrial facilities, the term and percentage of which shall be negotiated on a case-by-case basis in advance of construction occurring.

Section 5. All commercial and industrial projects are required to comply with the (i) State application fee requirements of Section 3735.672(C) of the Ohio Revised Code and (ii) local annual monitoring fee of one percent (1%) of the amount of taxes exempted under the agreement, subject to a minimum of Five Hundred Dollars (\$500.00) up to a maximum of Twenty-Five Hundred Dollars (\$2,500.00) annually, unless waived.

Section 6. The Housing Officer as defined in Section 3735.65 of the Ohio Revised Code is hereby authorized and directed, on behalf of the City, to petition the State Director of Development, in accordance with Section 3735.66 of the Ohio Revised Code, for certification of the Route 33 Community Reinvestment Area.

Section 7. The Community Reinvestment Area Housing Council established by the Council of the City of Canal Winchester shall make an annual inspection of the properties within the district for which exemption has been granted under Section 3735.67 of the Ohio Revised Code and shall also hear appeals under Section 3735.70 of the Ohio Revised Code.

Section 8. The Tax Incentive Review Council established by the Council of the City of Canal Winchester to review the compliance of all other agreements involving Community Reinvestment Areas shall annually review the compliance of agreements involving the granting of exemptions for commercial or industrial real property improvements under this Resolution and make written recommendations to this Council as to continuing, modifying or terminating those agreement based upon the performance of the agreement.

Section 9. This Council reserves the right to re-evaluate the designation of the Route 33 Community Reinvestment Area after December 31, 2028, at which time this Council may direct the Housing Officer not to accept any new applications for exemptions as described in Section 3735.67 of the Ohio Revised Code.

Section 10. A copy of this Resolution shall be forwarded to the Franklin County Auditor, and a copy of this Resolution shall be published in a newspaper of general circulation in the City once a week for two (2) consecutive weeks immediately following its passage.

Section 10. This Resolution shall take effect and be in force from and after the earliest period allowed by law.

DATE PASSED \_\_\_\_\_

\_\_\_\_\_  
PRESIDENT OF COUNCIL

ATTEST \_\_\_\_\_  
CLERK OF COUNCIL

\_\_\_\_\_  
MAYOR

DATE APPROVED \_\_\_\_\_

APPROVED AS TO FORM:

\_\_\_\_\_  
LAW DIRECTOR

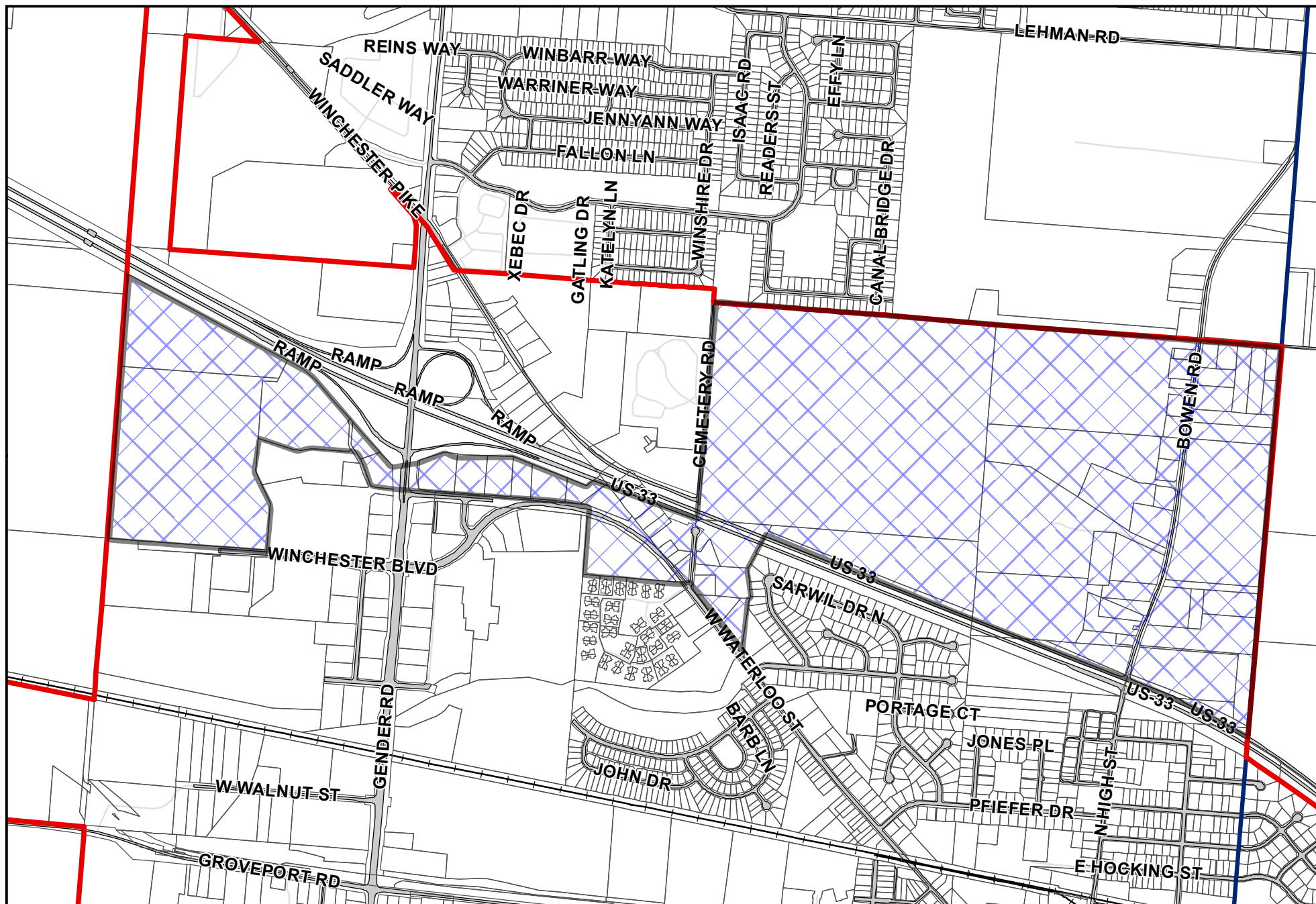
I hereby certify that the ordinance as set forth above was published for a period of not less than fifteen days after passage by the Council, by posting a copy thereof in not less than three (3) public places in the municipal corporation, as determined by Council and as set forth in the Canal Winchester Charter.

\_\_\_\_\_  
Finance Director/Clerk of Council

EXHIBIT A

MAP OF THE PROPERTY

The shaded area on the attached map specifically identifies and depicts the Property and constitutes part of this Exhibit A.



0 600 1,200 1,800 2,400  
Feet

Exhibit 'A'





# **CITY OF CANAL WINCHESTER, OHIO**



## **ROUTE 33 COMMUNITY REINVESTMENT AREA HOUSING SURVEY**

**PREPARED BY:**  
Lucas Haire, Housing Officer

**OCTOBER 2018**



# **COMMUNITY REINVESTMENT AREA**

## **Housing Survey**

### **PURPOSE AND SCOPE**

The purpose of this report is to determine whether the area shown in Appendix A should be designated as a Community Reinvestment Area (CRA) as defined by the Ohio Revised Code (ORC) Sections 3735.65-3735.70. The survey area is made up of approximately 450 acres generally located along the US 33 corridor. The proposed Route 33 CRA location represents a small portion of the city which has 24 total housing units located within its boundaries. In order to meet the CRA criteria for eligibility, the area must consist of "housing facilities or structures of historical significance are located and new housing construction and repair of existing facilities or structures are discouraged." By establishing Route 33 CRA the City of Canal Winchester would be better able to encourage development and improvement within this portion of the community which has not benefited from growth within the surrounding areas.

### **GENERAL DESCRIPTION OF CANAL WINCHESTER, OHIO**

The City of Canal Winchester is a suburban community which is located in both Franklin and Fairfield County. The City benefits from its suburban location with great access to the state capital and being within the fastest growing region in the Midwest. The City was named the fastest growing community in Ohio, by percentage, in 2017 based on US Census population estimates with a 4.4% growth rate. The total population of the community is estimated by the US Census Bureau at 8,294 in 2017 which is up from a 2010 population of 7,101. While the trend of residential growth is strong in Canal Winchester not all areas of the community are benefiting from the growth. There are still pockets of the community that have struggled due to access restrictions, blighting influences of neglected properties, and surrounding land uses.

### **GENERAL DESCRIPTION OF Route 33 CRA**

The area of the proposed Route 33 CRA consists of approximately 450 acres located along US 33. This area is generally described with a western boundary of the corporate limits of Canal Winchester; an eastern boundary of the County line north of US 33 and the Tussing Bachman ditch south of US 33; a northern boundary of US 33 to the west and then crossing US 33 at Cemetery Road and then north to the corporate limits; and a southern boundary of Winchester Boulevard to the west and then following the frontage parcels of US 33 along Waterloo Street east to include one 7 acre outparcel on the south side of Waterloo Street and then back to the north of Waterloo Street to the Tussing-Bachmann Ditch. This area is also shown on the attached map Appendix A.

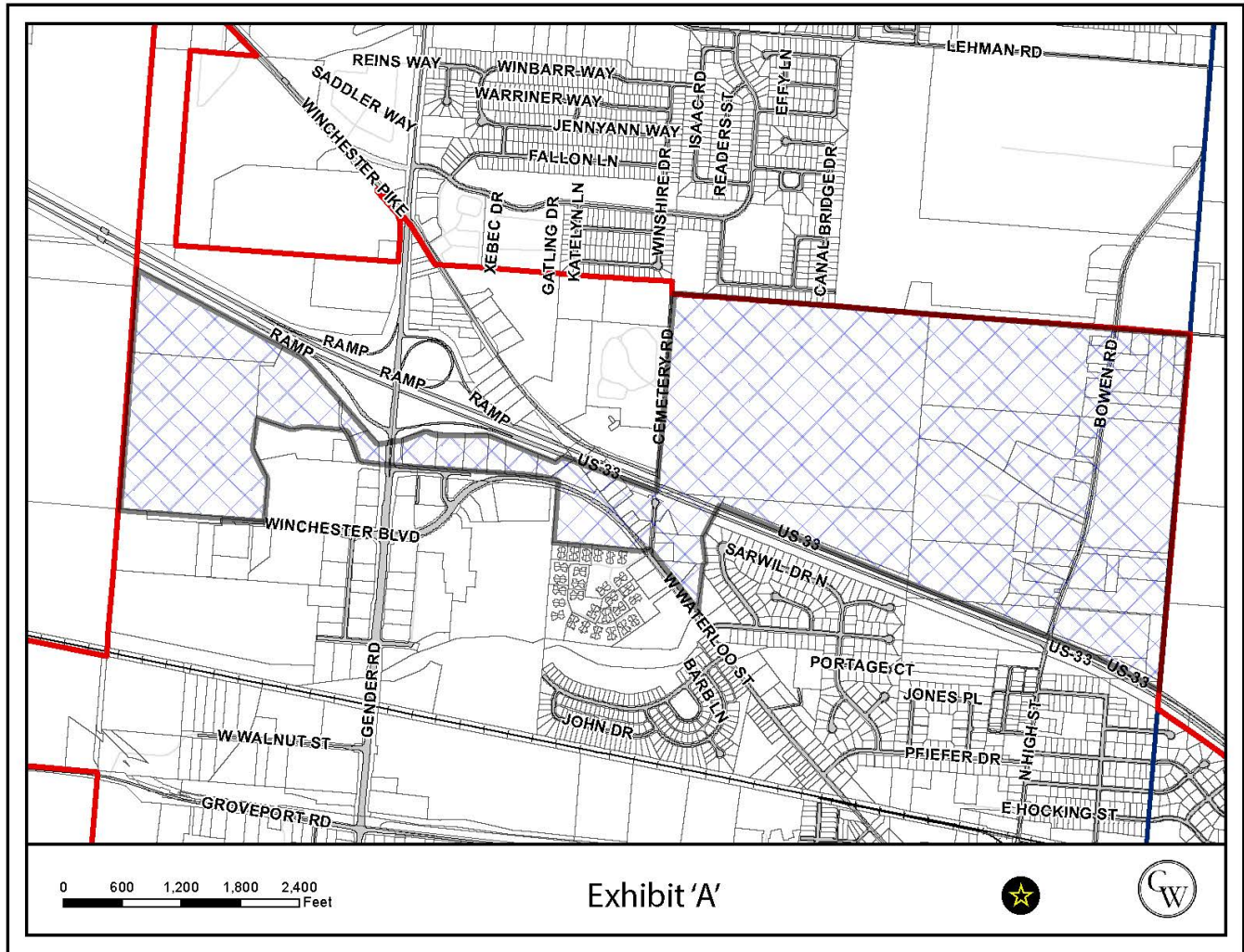
While the majority of the residential and commercial properties within Canal Winchester are in good condition, the area within the proposed CRA contains residential and commercial properties which are undeveloped or underdeveloped. This area of Canal Winchester has suffered from its proximity to US 33 while many other parcels in the community have benefitted from the access that US 33 has provided. The growing amount of traffic including truck traffic along US 33 has limited the desirability of the area for residential construction. Road noise is a contributing factor to this area not being developed for residential purposes. Access to this area of Canal Winchester can also be challenging. In August 2004 the access point at Cemetery Road and US 33 was eliminated and in September 2006 Bowen Road and US 33 turned into a right-in and right-out access only. These changes essentially cut off access to the portion of Canal Winchester north of US 33 from the remainder of the community. This left this area of the City isolated and continues to discourage development and redevelopment within this area.

As described in greater detail herein, creation and implementation of the Proposed CRA will encourage development and redevelopment of parcels that would benefit this specific area but also the surrounding neighborhoods and the entire community. This will be accomplished by using the CRA as a tool to incent housing construction and economic development in a way that optimizes land use for the benefit of existing and

## COMMUNITY REINVESTMENT AREA Housing Survey

future residents, visitors and business operators within and proximate to the Proposed CRA.

### MAP OF PROPOSED ROUTE 33 CRA



### PROPERTY DESCRIPTIONS IN THE ROUTE 33 CRA

A windshield survey was conducted of the residential and commercial buildings located within the proposed CRA. Each building was rated as “Good,” “Fair,” or “Poor” based upon the apparent condition of the property. “Good” condition properties appear to have no damage or defects and are not in need of repair. “Fair” condition properties appear to have minor damage or defects and appear to be in need of minor repair. “Poor” condition properties appear to have damage or defects in need of moderate or greater repair.

Below are descriptions and images of each property rated in poor condition to show that new housing construction and repair of existing facilities or structures are discouraged.

## **COMMUNITY REINVESTMENT AREA Housing Survey**

Property Address: 6000 Bowen Road, Canal Winchester, OH 43110

Parcel Number: 184-000956

Property Built In: 1890

Property Assessed Value: \$122,700 (Building), \$57,900 (Land)

Structure Condition: Poor – broken windows, missing portions of front door, flaking paint, damaged slate roof.



Property Address: 308 Bowen Road, Canal Winchester, OH 43110

Parcel Number: 184-000837

Property Built In: 1972

Property Assessed Value: \$110,000 (Building), \$30,800 (Land)

Structure Condition: Poor –flaking paint, missing gutters and downspouts, broken windows covered.



## COMMUNITY REINVESTMENT AREA Housing Survey



Property Address: 612 West Waterloo Street, Canal Winchester, OH 43110

Parcel Number: 184-000753

Property Built In: 1959

Property Assessed Value: \$48,800 (Building), \$86,200 (Land)

Structure Condition: Poor –collapsing porch slab, flaking paint





## COMMUNITY REINVESTMENT AREA Housing Survey

Property Address: 628 West Waterloo Street, Canal Winchester, OH 43110

Parcel Number: 184-000918

Property Built In: 1965

Property Assessed Value: \$130,200 (Building), \$158,800 (Land)

Structure Condition: Poor – garage door failing/rotting, man door failing/rotting, siding has holes, grounds are unkempt



### General Housing Stock Information

The proposed CRA contains housing stock that is in need of considerable repair. In some instances, demolition and redevelopment may be the most appropriate. There are 24 housing units within the proposed CRA #3.

## COMMUNITY REINVESTMENT AREA Housing Survey

### Age of Housing Stock

The age of housing stock is useful measure of potential historic significance as well as whether new construction has been “discouraged.” The majority of housing units in the proposed CRA were build prior to 1976, see table below. As such these homes are more than 40 years old and thus are potentially historic. On average the homes located within the proposed Route 33 CRA are older than other homes in the community and little to no new construction has taken place in the area since the 1980's while the majority of 24 homes in Canal Winchester have been constructed since 1990.

	All of Canal Winchester		Proposed CRA #3	
Year Built	Units	Percentage	Units	Percentage
2014-2016	42	1.39%	0	0.00%
2010-2013	180	5.97%	0	0.00%
2000-2009	1175	38.97%	0	0.00%
1990-1999	803	26.63%	1	4.17%
1980-1989	113	3.75%	4	16.67%
1970-1979	261	8.66%	11	45.83%
1960-1969	88	2.92%	2	8.33%
1950-1959	169	5.61%	1	4.17%
1940-1949	41	1.36%	0	0.00%
1939 or earlier	143	4.74%	5	20.83%
Total Units	3015		24	

Data source: US Census, 2012-2016 American Community Survey 5 year estimate and Franklin County Auditor Data

### Housing Stock Values

The median value of an owner-occupied housing unit in the City of Canal Winchester is \$194,000. In contrast the median value of an owner-occupied housing unit in Route 33 CRA is \$178,000. While these statistics appear very comparable the homes in the proposed Route 33 CRA are much more likely to be on large lots with a much greater proportion of the value in land rather than improvements compared to the remainder of the community. In order to improve housing values within Route 33 CRA there needs to be new construction and renovation of properties which is currently discouraged.



## COMMUNITY REINVESTMENT AREA Housing Survey

The following table lists the number of permits issued by the City's Development Department in 2015-2017.

Permits Issued			
All of Canal Winchester	2015	2016	2017
Residential	79	139	109
Commercial/Industrial	55	79	68
Proposed Route 33 CRA			
Residential	1	0	0
Commercial/Industrial	0	3	1

*Source: Canal Winchester Development Department*

The total estimated value of all projects in the City related to the residential building permits issued were \$6,032,335 (2015), \$11,964,917 (2016) and \$10,548,468 (2017). Regarding all building permits associated with commercial or industrial projects in the City, the total estimated value of those projects were \$20,761,288 (2015), \$15,988,166 (2016) and \$11,526,855 (2017).

The total estimated value related to the residential building permits issued within Route 33 CRA were \$15,000 (2015), \$0 (2016) and \$0 (2017). Regarding commercial or industrial projects within Route 33 CRA, the total estimated value of those projects were \$0 (2015), \$1,835,000 (2016) and \$36,000 (2017). These statistics indicate that very little investment is taking place within the proposed Route 33 CRA. The only residential permit issued in the 3-year period was to repair a fire damaged garage. This lack of investment shows that residents within the area are discouraged from investing in their homes while the surrounding community has a significant residential investment.

## **COMMUNITY REINVESTMENT AREA Housing Survey**

### **CONCLUSIONS**

The proposed Route 33 CRA contains housing units that are declining in value or holding their value while the surrounding properties have experienced significant value gains. Transportation and access changes that have taken place in the area have negatively impacted the desirability of construction of new homes or making significant investments into existing housing. The age of homes within the proposed CRA area is older than that of the surrounding community and no new housing construction has taken place in the last twenty years. The declining desirability of this area is also evident from the lack of building permits that have been issued within the area while the remainder of the community has seen a significant boom in construction. Certain properties within the proposed CRA have a blighting influence on the surrounding community and discourage additional investment.

Therefore, the proposed Route 33 CRA meets the criteria for a Community Reinvestment Area as defined by Ohio Revised Code as “one in which housing facilities or structures of historical significance are located and new housing construction and repair of existing facilities or structures are discouraged.”

**ORDINANCE NO. 18-036**

**AN ORDINANCE TO AUTHORIZE THE MAYOR TO ENTER INTO AN AGREEMENT WITH  
THE FAIRFIELD COUNTY SHERIFF FOR POLICE PROTECTION**

WHEREAS, Council hereby finds and determines that it is in the best interest of the City of Canal Winchester to enter into a contract with the Fairfield County Sheriff to provide police protection to the city; and

WHEREAS, it is necessary to enter into such an agreement for the period from January 1, 2019 through December 31, 2021;

NOW THEREFORE BE IT ORDAINED BY THE COUNCIL OF THE CITY OF CANAL WINCHESTER, STATE OF OHIO:

SECTION 1. That the Mayor be authorized to enter into and execute an agreement with the Fairfield County Sheriff for police protection for the period of January 1, 2019 through December 31, 2021 in a form substantially similar to the agreement attached hereto as Exhibit "A" and incorporated herein by reference.

SECTION 2. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

DATE PASSED \_\_\_\_\_

ATTEST \_\_\_\_\_  
CLERK OF COUNCIL

\_\_\_\_\_  
PRESIDENT OF COUNCIL

\_\_\_\_\_  
MAYOR

APPROVED AS TO FORM:

DATE APPROVED \_\_\_\_\_

\_\_\_\_\_  
LAW DIRECTOR

I hereby certify that the ordinance as set forth above was published for a period of not less than fifteen days after passage by the Council, by posting a copy thereof in not less than three (3) public places in the municipal corporation, as determined by Council and as set forth in the Canal Winchester Charter.

\_\_\_\_\_  
Finance Director/Clerk of Council

## **AGREEMENT**

This Agreement ("Agreement") is made this \_\_\_\_ day of \_\_\_\_\_, 2018 between the Sheriff of Fairfield County, Ohio, (the "Sheriff") and the City of Canal Winchester, Ohio (the "City").

## **WITNESSETH**

**WHEREAS**, the City is a municipal corporation desirous of acquiring police protection for the property and residents of the City which is located in both Franklin and Fairfield Counties, Ohio; and,

**WHEREAS**, the Sheriff is authorized to enter into a contract with a municipal corporation for the performance of police functions as set forth in Ohio Revised Code Sections 311.29 and 737.04.

**NOW, THEREFORE**, for the adequate consideration, the receipt and sufficiency of which is hereby acknowledged, and intending to be legally bound, the parties do hereby agree as follow:

1. Personnel - The Sheriff agrees to fund eleven (11) deputies to provide three hundred seventy-six (376) hours per week of police protection to the City to keep the peace, protect property, and to perform other necessary police functions in the City. The Sheriff will assign exclusively to patrol the City two (2) Deputy Sheriffs for twenty-four (24) hours a day, seven (7) days a week, and a third Deputy Sheriff to work a shift mutually agreed upon in writing by the Mayor of the City of Canal Winchester and the Sheriff. The Sheriff further agrees to make available to the aforementioned Deputy Sheriffs who are assigned to patrol the City all training programs, special equipment, and other regular facilities of the Sheriff's Office. It is further mutually agreed between the parties hereto that the duties of the aforesaid Deputy Sheriffs will be determined from time to time by the best judgment of the Sheriff and the City, including, but not limited to, normal police duties, serving court papers, and duties in cooperation with other City functions.
2. Supervision – The Sheriff agrees to fund one (1) full-time sergeant to provide forty (40) hours per week of supervision overseeing the Deputy Sheriff's and one (1) full-time dispatcher assigned to the City.
3. Terms of Agreement – The Agreement shall commence on January 1, 2019 ("the Commencement Date") and shall terminate at 3:00 p.m. on December 31, 2021 ("the Termination Date"). The parties may renew the terms and conditions of this Agreement for a period starting after the Termination Date and shall meet and confer no less than one hundred twenty (120) days prior to the Termination Date for the purpose of discussing and negotiating a renewal of this Agreement. Notwithstanding the foregoing,

at any time during the term of this Agreement either party may terminate this Agreement upon ninety (90) days written notice to the other party.

4. Payment – For each twelve (12) month period during the term of this Agreement, the City shall pay the Sheriff an Annual Payment, as calculated pursuant to Section 5 below (hereinafter referred to as the “Annual Payment”). The Annual Payment shall be billed by the Sheriff in twelve (12) equal monthly installments payable in advance of the first day of each month unless mutually agreed up on in writing by the parties.
5. Annual Payment – The Annual Payment for the period of January 1, 2019 through December 31, 2019 shall be \$1,165,367.00 as detailed in Exhibit A, which is attached hereto and incorporated herein. Thereafter, the Annual Payment shall be annually increased in the manner set forth below. No less than ninety (90) days prior to January 1 of each year during the term of this Agreement, the Sheriff shall advise the City of the increase in the Annual Payment that the City shall pay to the Sheriff during the twelve (12) month period commencing on January 1 and concluding thereafter on the next January 1. The Annual Payment increase shall be based upon a combination of the increase, since the last calendar year, of the following:
  - i. The costs incurred by the Sheriff for the services provided herein including, the salaries of the Deputy Sheriffs and other personnel assigned to the City hereunder (collectively “Sheriff’s Personnel”);
  - ii. The costs of funding retirement pensions for the Sheriff’s Personnel assigned to the City;
  - iii. The costs of providing workers’ compensation for the Sheriff’s Personnel assigned to the City;
  - iv. The cost of training for the Sheriff’s Personnel assigned to the City;
  - v. The cost of equipment, gasoline, and other supplies used by the Sheriff’s Personnel in connection with the services provided under this agreement but only to the extent that such equipment and supplies are not directly furnished by the City.
6. Purchase of Vehicle – During each year of this Agreement, the City shall purchase (1) new vehicle selected by the Sheriff at a cost not to exceed Forty Thousand Dollars (\$40,000), including all necessary equipment for the vehicle. The vehicles shall be titled to the Fairfield County Board of County Commissioners until such which time as it is removed from the Sheriff’s Department fleet and then title shall be transferred to the City pursuant to the applicable Ohio statutory law, including, but not limited to, RC 307.12. All vehicles purchased by the City shall be used only within City limits except when deemed necessary by the City Sergeant, Deputy-in-Charge, or Mayor.
7. Attendance at City Meetings – The Sheriff shall assign supervisory personnel to attend City Council meetings twice monthly, or as may be reasonably requested by the City. The Sheriff shall also assign appropriate personnel to attend other City meetings as requested by the Mayor or his designee throughout the term of this Agreement.

8. Deployment of Personnel – The Sheriff reserves the right to use the aforesaid Deputy Sheriffs in any emergency he sees fit and to consult with the Mayor of the City as to emergencies that may exist in the City. Deputy Sheriffs not assigned to the City will be deployed to assist in the event of an emergency within City limits as requested by the City Sergeant, Deputy-in-Charge, or Mayor.
9. City Code – The Sherriff’s Deputies assigned to the City are authorized and will, as applicable and appropriate, write charges on the City’s codified ordinances and attend Mayor’s Court.
10. Additional Personnel – The Sheriff and the City both recognize that additional deputies may be necessary during the life of this agreement. When mutually agreed upon in writing by the parties, additional deputies may be added to any shift and the City will cover the costs of the additional deputies’ salaries, benefits, and personnel related taxes.
11. Governing Law and Venue – This Agreement is being executed and delivered in the State of Ohio and shall be governed by, construed and enforced in accordance with the substantive laws of the State of Ohio. Any action at law, suit in equity or judicial proceeding for the enforcement of this Agreement or any provision hereof shall be instituted only in either the Fairfield County Municipal Court or the Common Pleas Court located in Lancaster, Ohio.
12. Paragraph Headings – The paragraph headings are inserted in this Agreement only for convenience, and in no way define, limit, or describe the scope of intent of any provision of this Agreement.
13. Unenforceable Provisions – If any term, covenant, warranty, paragraph, clause, condition, or provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions of this Agreement shall remain in full force and effect and shall in no way be affected, impaired, or invalidated, and this Agreement shall be construed as if the invalid, void, or unenforceable provisions were omitted.
14. Remedies Not Exclusive – All of the rights, benefits, and remedies provided herein shall be cumulative and shall not be exclusive of any rights, remedies, and benefits allowed by law or equity to either of both of the parties.
15. No Waiver of Rights – Failure by either of the party’s to insist on or enforce any of their rights shall not constitute a waiver of those rights by the parties, and nothing shall constitute a waiver of the parties’ right to insist on strict compliance with the provisions of this Agreement.
16. Binding Effect – This Agreement shall be binding upon and inure to the benefit of parities and their respective successors, assigns, heirs, and personal representatives except as otherwise provided herein.

IN WITNESS WHEREOF, the parties have hereto set their hands this \_\_\_\_\_ day of \_\_\_\_\_, 2018.

\_\_\_\_\_  
Dave Phalen  
Sheriff  
Fairfield County, Ohio

CITY OF CANAL WINCHESTER  
COUNTY OF FRANKLIN  
STATE OF OHIO

By: \_\_\_\_\_  
Michael Ebert  
Mayor

I hereby certify that at the time this Agreement was executed, sufficient funds were appropriated for the purpose of such contract and in the treasury or in the process of collection to the credit of the appropriation fund free of any previous encumbrances.

\_\_\_\_\_  
Amanda Jackson  
Finance Director  
City of Canal Winchester

Fairfield County Board of Commissioners by Resolution # \_\_\_\_\_ dated  
\_\_\_\_\_.

\_\_\_\_\_  
Steve Davis

\_\_\_\_\_  
Mike Kiger

\_\_\_\_\_  
David Levacy

Attest:

\_\_\_\_\_  
Rachel Elsea, Clerk

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Prosecuting Attorney

By: \_\_\_\_\_  
City Law Director



**EXHIBIT "A"**  
**FAIRFIELD COUNTY SHERIFF'S OFFICE**  
**VILLAGE OF CANAL WINCHESTER POLICING CONTRACT PROPOSAL FOR 2019**

Shifts per day	3	
Deputies required for policing village per shift	2	
 #of deputies needed to fulfill contract		11
 Deputy cost for contract		<u><u>\$ 967,270.00</u></u>
 Additional personnel needed:		
1 Full Time Sergeant		\$ 109,550.00
1 Full Time Dispatcher		\$ 61,797.00
 Total Personnel Costs		<u><u>\$ 1,138,617.00</u></u>
 <b><u>Other Direct Support Costs</u></b>		
<b><u>Gasoline</u></b>		
Vehicles needed per contract requirements	4	
Average Miles per year	100,000	
Average miles per gallon	16	
Average gasoline cost per gallon	\$ 3.00	
Annual Gasoline Cost ( Miles/Avg miles per gallon x Avg Cost per gallon)		\$ 18,750.00
 <b><u>Vehicle Repairs/Maintenance</u></b>		
Average Vehicle Maintenance @ \$2,00.00/vehicle		\$ 8,000.00
 Total Other Direct Support costs		\$ 26,750.00
 Total Costs		<u><u>\$ 1,165,367.00</u></u>
 MONTHLY BILLING AMOUNT		<u><u>\$ 97,113.917</u></u>
January through November payments		<u><u>\$ 101,801.41</u></u>
 December payment		<u><u>\$ 101,801.49</u></u>

**ORDINANCE NO. 18-037**

**AN ORDINANCE AUTHORIZING THE MAYOR TO ENTER INTO A CONTRACT WITH THE FAIRFIELD COUNTY COMMISSIONERS AND FAIRFIELD COUNTY SHERIFF'S DEPARTMENT FOR HOUSING OF PRISONERS**

WHEREAS, Council hereby finds and determines that it is in the best interest of the City of Canal Winchester to enter into a contract with the Fairfield County Commissioners and Fairfield County Sheriff's Department for housing of prisoners; and

NOW THEREFORE BE IT ORDAINED BY THE COUNCIL OF THE CITY OF CANAL WINCHESTER, STATE OF OHIO:

SECTION 1. That the Mayor be authorized to enter into a contract on behalf of the City of Canal Winchester with the Fairfield County Commissioners and the Fairfield County Sheriff's Department for the housing of prisoners, in a form acceptable to the Director of Law.

SECTION 2. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

DATE PASSED \_\_\_\_\_

\_\_\_\_\_  
PRESIDENT OF COUNCIL

ATTEST \_\_\_\_\_  
CLERK OF COUNCIL

\_\_\_\_\_  
MAYOR

DATE APPROVED \_\_\_\_\_

APPROVED AS TO FORM:

\_\_\_\_\_  
LAW DIRECTOR

I hereby certify that the ordinance as set forth above was published for a period of not less than fifteen days after passage by the Council, by posting a copy thereof in not less than three (3) public places in the municipal corporation, as determined by Council and as set forth in the Canal Winchester Charter.

\_\_\_\_\_  
FINANCE DIRECTOR/CLERK OF COUNCIL

## **Community Guide for the Reduction of Excessive Speeds on City Streets**

This guide for the reduction of excessive speeds on city streets has been created to give the residents and the city a step by step process for complaints regarding the concern for excessive speeding in our neighborhoods. This guide is to provide direction to city officials and residents to determine if there is an excessive speed issue by collecting data over periods of time as well as identifying prescriptions intended to lower overall speeds in a specific area. Additionally, this guide will ensure residents are involved in the process as it proceeds.

The perception of what constitutes excessive speed is subjective in nature. To eliminate this subjective nature in determining the severity of a speeding problem, a widely accepted traffic engineering standard has been utilized nationally in determining the 85<sup>th</sup> percentile speed. Traffic engineering research has determined that speed limits should be set according to the speed that 85 percent of free-flowing traffic. This means the limit should be set at the speed that 85 percent of people are driving at or below. Numerous studies have shown that the 85<sup>th</sup> percentile is the safest possible speed limit and recognizes that most drivers voluntarily adjust their speed to the total roadway/roadside environment (width, alignment, surface condition, roadside development, pedestrian activity, weather, light conditions.)

In Canal Winchester, local street speed limits are established at 25MPH for the majority of locations. If a speed study determines that the 85<sup>th</sup> percentile speed is within the 25 MPH posted speed limit, then it is concluded that the posted speed limit is appropriate for the area with minimal associated risk. This guide established that 85<sup>th</sup> percentile speeds recorded above 5 MPH over the posted speed limits is grounds to consider more in depth study of a particular speeding issue and to consider potential traffic calming measures be put in place to reduce speeding.

Traffic calming is the combination of physical controls and community support to reduce the negative effects of motor vehicle use, to alter driver behavior, and to improve the conditions for non-motorized vehicle users. These traffic calming measures are meant to be self-enforcing as opposed to traffic-control devices and are effective in getting drivers to adjust their speed based on their environment. Description of different traffic calming measures are included later in this guide.

While it is nearly impossible to prevent all excessive speeds on city streets by first raising awareness with feedback devices, collecting speed data, then implementing counter measures, if necessary, provides a logical step-by-step policy for our community to follow.

### **Steps:**

1. Community contacts city regarding concerns of speeding on a city street
2. DPW will position speed trailer to bring speed awareness to the speeds of the traveling public
3. DPW will coordinate with FCSO to begin active enforcement
4. DPW will coordinate with FCSO to begin speed studies (tubes and radar)
  - FCSO will not have active presence during speed tube studies to ensure unbiased readings are collected
  - Speed studies will be shared with community

5. If speed studies show the 85<sup>th</sup> percentile of speeds to be in excess of >5 mph over the posted speed limit then DPW will deploy traffic calming measures as detailed above.
6. Once traffic calming measures have been installed, DPW will perform follow-up speed studies to measure the efficacy of the measures.
  - Follow-up speed studies will be shared with community
7. If follow-up speed studies do not show a reduction in speeds, further traffic calming measures and/or engineering controls may be warranted.
8. FCSO will continue its presence for enforcement and awareness.
9. DPW will continue to deploy speed trailer on a rotational basis.

### **Traffic Calming Measures:**

#### **Notification Measures:**

- Speed Feedback Devices: speed feedback devices are equipped with radar devices and a lighted display that notifies motorists of their current speed and used in target areas along with other notification measures. Devices can be trailer mounted or on a pole and can be set to flash when exceeding a set speed to alert drivers if they are speeding. These devices are intended to be temporary in nature so drivers will not become complacent with them as they can with static speed limit signage.
- Lighted signage: lighted signage are speed limit signs that have either a lighted speed limit number that flashes or is a typical speed limit sign with lights on the perimeter. These signs are intended to draw more awareness to the posted speed limit, especially in areas that transition from higher to lower speeds and in target areas along with other notification measures. These devices are intended to be temporary in nature so drivers will not become complacent with them as they can with static speed limit signage.
- Signage: Signage with fines for speeding can be deployed as a deterrent reminder of the consequences of speeding. Signs can be located in target areas along with other notification measures. These signs are intended to be temporary in nature so drivers will not become complacent with them as they can with static speed limit signage.

#### **Physical Measures:**

- Striping: striping of specific areas can be installed to narrow the travel lanes. Areas include transverse striping in curves, striping parking stalls, and striping lane transition areas.
- Road Diets: road diets are reductions in the width of lanes through the use of striping where the striped lines create an edge line away from the curb and towards the centerline of the road. The lines narrow the traveling lanes causing the driver feel constrained within the lane and reduce their speed. The new edge line also creates defined lane designated for parked cars. Road diets have been used with and without a double yellow centerline; however, it is suggested to use without one.
- Median Islands: median islands are physical barrier islands placed in the middle of a road that narrows the travel lanes and causes the driver to slow down. Islands are usually landscaped with plants and trees to become an aesthetically pleasing road feature. Median islands can also be designed at mid-block crossings to provide a pedestrian refuge area on larger streets. Median islands must be engineered to ensure proper street section drainage is maintained.

- **Bump Outs:** bump outs are areas where the tree lawn is widened and bumped out into the roadway resulting in narrower travel lanes that cause the driver to slow down. Bump outs can be coupled with offset parking areas or as a stand-alone measure at intersections or mid-block crossings. Bump outs must be engineered to ensure proper street section drainage is maintained.
- **Speed Tables:** speed tables are a raised section of pavement generally four inches in height and 10 feet in length, with gradual sloping ramps leading up to and away from the table surface. Speed tables are designed to be navigated smoothly without loss of vehicle control at 20-25 MPH; however, many lower smaller cars with front end spoilers experience issues with traveling over speed tables without slowing to 10 MPH or slower. This can lead to the increased risk of rear end collisions where traffic is heavier, such as on main thoroughfares. Speed tables result in increased noise and can be very inconvenient to curbside parking if positioned in the relative proximity of a residential driveway. Speed tables are expensive to construct and are generally only effective if constructed in multiple locations on a particular street where speeding is a concern. Speed tables may be used as a traffic calming measure in very limited applications.
- **Stop Signs:** stop signs are the most commonly requested traffic calming measure; however, they are generally placed in order to establish the right-of-way for traffic through a particular intersection and not intended to be used for speed control. Existing city stop signs have been placed based on warrant analyses and, unless traffic patterns changes or other mitigating conditions have presented themselves, they will not be considered.
- **Speed Bumps:** speed bumps, or humps, are the term for narrow raised strip of pavement often found in parking lots or drive aisle to slow a vehicle down as they advance and will not be considered as a traffic calming measure.